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a truly educational department of hygiene," is stated at length, and little is said in favor of such inspection, the problem is left unsolved.

The early chapters devoted to the *Nature and Aims of Inspection*, the *Argument* in its favor, and the *History* of the movement are clear and most enlightening; but in the later chapters on *Controlling Authorities* and *Retardation and Physical Defects*, though the authors have made a careful attempt to analyze conditions, the incompleteness of the data obtainable makes the conclusions much less convincing. In reproducing instructions to teachers, regulations governing various school systems in regard to exclusions, forms for reports of teachers and inspectors, etc., the volume supplies an immediate, urgent need. The carefully selected bibliography of some 275 titles will be a material aid. On the whole, this volume not only makes it clear that America is behind Europe in safeguarding the physical health and vigor of the pupils in its schools, but will go far toward remedying that defect.

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**Haney, Lewis H.** *A Congressional History of Railways in The United States.* Vol. I. Pp. 274. Madison, Wis.: Democrat Printing Co., 1908.

As is suggested by the title, this carefully prepared work by Dr. Haney has a twofold purpose. It brings out the main facts of railway development as shown in the congressional documents of the time, and points out in detail the various ways in which Congress was a factor in that development. The work is chiefly the result of a systematic study of the files of the House and Senate *Journals*, the numerous reports made to Congress, the *Debates of Congress*, *Executive Documents*, and *The Congressional Globe* from the beginning of active agitation for improved transportation to 1850.

In the first book the author discusses the rise of the railway question. Before the success of the railroad had been demonstrated, the Government had aided in the improvement of roads and the building of canals, and Dr. Haney presents many interesting facts as to the Road *vs.* the Railway and the Canal *vs.* the Railway. If there is any adverse criticism, it is that he presents his facts as though they cover the entire field, while in reality they are complete only in so far as the railway question appeared in Congress.

When once the technical success of the railroad was assured, the railways demanded aid from Congress, just as the canal companies had done and were still doing. This question is covered in the second book, and constitutes the most valuable part of the entire volume. The congressional documents, debates and reports constitute a complete source of information as to federal aid, and in making a careful study of them the author was in a position to treat this subject authoritatively. Each of the various forms of federal aid—Government surveys, monetary aid, drawbacks on railway iron, the mail service, grants of rights of way through public lands and federal land grants—in so far as they appear from 1824 to 1850, are analyzed.

State and local aid are not discussed, but they were not a part of the author's subject.

The final book treats of the transcontinental lines. It is valuable in so far as it traces out the various early projects which were proposed, and the gradual growth of the idea. But since the actual work of construction did not begin until later, the scope of the author's work is limited.

The volume as a whole indicates a large amount of systematic work, and though its scope is chiefly limited to congressional activity, it is a valuable contribution to the early periods of railway history.

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**Hirth, F.** *The Ancient History of China to the end of the Chóu Dynasty.*

Pp. xiii, 383. Price, \$2.50. New York: Columbia University Press, 1908.

"No other people in the world is so closely connected with its ancient history as the Chinese, and of this the earliest part, with their classical Chóu dynasty, the constitutional period of all Chinese culture, has created standards which have become dominant in all development down to our own times, not only in China herself, but to a certain extent throughout the Far East, especially in Korea and Japan." (p. viii). This is sufficient justification for the appearance of a volume covering the history of this period. The difficulties of such a history are not to be underestimated. In view of the character of the literary sources—(aetiological myths, "model Emperor lore," deliberate inventions and forgeries, the creation of an "official version" by the court historians and philosopher-statesmen)—and because of the comparatively small amount of archaeological and epigraphic evidence to supplement and correct the literary records, Professor Hirth's scepticism with regard to early Chinese history is natural, reasonable and necessary.

On the question of Chinese origins Professor Hirth is an avowed agnostic. In the absence of all native traditions, written or unwritten, of foreign origin and on philological grounds, he questions De Lacouperie's theory of the western origin of early Chinese civilization and thinks it "hopeless to attempt to explain the several cultural developments ascribed to the Emperor Huang-ti, as offshoots of Babylonian civilization" (p. 14). While both possible and plausible on geographic grounds, von Richthofen's view that the oasis of Khotan in the southwest of eastern Turkestan is the cradle of the Chinese race is to be regarded as equally untenable in view of recent archaeological discoveries and of the character of the literary evidence (p. 18f).

In the vexed question of early Chinese chronology, Hirth agrees with Chavannes that it is not until the end of the twelfth century B. C. that we are on firm ground historically. In his brief survey of Chinese history from its beginnings to the ascendancy of Ts' in 221 B. C., he rapidly passes over the mythological and legendary period, making no attempt at accurate